File No.440

1885.

Collection No.

102

(2)

25 Mysore Residency

Press / Serial Nos. 17–34

117

Subject.

Rules framed under the Bangalore Hackney Carriage Regulation 1882

Previous References.

Later References.

S. 97. (Blue.)

MGIPC—FF—725DCF—S&P—(G-1576)—14-3-25—60,000.

1

Memo

Office note file 4105 of 1885.

Letter No. 3095 dated 19th March 1883 from the President, Municipal Commission, & Ex Station of Bangalore, submitting Rules framed under the Hackney Carriage Regulation, 1882.

I think the rules submitted with the above letter are on the whole good. I have made some remarks at the margin of some of the rules which I beg respectfully to submit for consideration.

Please consider these remarks & return the rules with your remarks thereon. JM

2. As it is directed in Section 3 of the Hackney Carriage Regulation that the Rules to be framed thereunder should be made in the manner in which Bye-laws are made by the Municipality the procedure prescribed for bye-laws should /-

I think, be followed in this case, i.e, the proposed rules should be published three times in the English and vernacular newspapers in Bangalore, and submitted for the confirmation of the Resident One months after the date of first publication. The President may now be requested to follow the procedure in the case of these rules after making the alterations suggested by me, if same are approved, and to request the Govt for the confirmation of the Resident.

Yes. Agree. Wire can write to President. 7/11

3. The Municipal Commissioners request that certain sections of Bombay Act VI of 1863 be introduced into

the C & M Station. I have made certain remarks in red ink in regard to each of the Sections proposed to be introduced. It will be seen from these that most of the provisions proposed to be introduced are already contained in the Regulation. The introduction of the rest had better, I think, be left for future consideration.

4. I think it is advisable to place the hackney carriages in the Pettas of Bangalore on the same footing as those in the C & M Station by introducing a similar Regulation and similar Rules into that part of Bangalore. May a reference be made to the Dewan on the subject?

Lle 3/4/83

HS 5/4

Letter to President Duffell
Lle 6/7/83

The Government of India in Foreign Department Notification No 1088.J. dated 27th October 1882, issued a Regulation for the Management and Control of Hackney Carriages in the Civil and Military Station of Bangalore - In rule 3 of the said Regulation, it is provided that rules for the regulation and management of Hackney Carriages should be made by the Municipal Commrs in the manner in which bye-laws in connection with other matters are made by them, and that they would have the force of law after being Confirmed by the Resident and published in the prescribed manner - The draft rules were framed by the Municipal Commrs and submitted to the Resident who in letter No 736/46 dated 6th July 1883 recommended Certain amendments - The Rules were accordingly amended published five times in the

with President's letter No 3095-0/19-3-83
(SE: A7)

Local newspapers as required, and resubmitted to the Resident for Confirmation. They are ~~pending disposal~~ have been submitted. In the meantime two petitions have been received, one from the Jutka owners of the Station and the other from the owners of Single and double bullock carts both of the Civil & Military Station praying for the modification of certain rules.

† with Resident's No 1326 of 4-9-83.

2. The Jutka owners represent

(1) That the 3rd rule requiring Jutka ponies to be 12 hands high be modified so that the ponies now being used may be accepted, as the animals of the height now prescribed are not obtainable.

Yes. But I think the standard may be lowered

(2). That the license fee for 2 class carriage be reduced to Rs2 as hitherto instead of Rs4.

Agree. As it is

(3). That the rule compelling the drivers to wear badges be removed, there being no objection for the payment of the prescribed fee on account of the badge.

Agree

(4) That the rule prescribing a board to be fixed on the premises of the licensed holders be modified as there are goshia women in the house.

Agree

(5.) That rule 3 (e) empowering the Municipal President and other Officers to enter any house in which a licensed vehicle is kept, be either removed or modified, as there are Gorka women in these houses.

Perhaps instead of "premises on which" it would be better to say "any yard, shed, stable, or room in which"
W.M.

6. That all the Jutkas be allowed to remain at the Stands Nos 3 and 7, the only stands where there is traffic. I think the numbers allowed to stand at 3 & 7 might be raised. W.M.

3/-

The prayer of the bullock Cart owners is as follows:—

(1.) That the prescribed license fee of Rs 2 for 3rd class Carriages is excessive and the present rate of 14 annas which in itself is found heavy, be retained.

2nd W.M.

(2) That the use of a Whip as indicated in clause D of rule 3 is suitable only for carriages drawn by horses. For bullocks, stick or leather strap be allowed to be used as hitherto, any cruel treatment being of course punished. The ~~enacted~~ strictness in regard to lamp be relaxed in the case of bullock carts as these carts generally ply for hire between 9 A.M and 5 P.M, and when being driven after sun set which seldom happens, they are led by

The Board might reconsider this. I am in favour of a stick as a whip for bullocks.
W.M.

The Board might reconsider this. Perhaps would be possible to require 3rd class hackney carriages as if they ply after dark. Or those who wish it might get licenses for

a carriage having a lamp occasioning thereby no public inconvenience.

(3) That the rule(h) requiring owners of carriages to let their carriages for hire at any time of the night will operate hard in regard to bullock carts which are built to carry goods and, as a general rule, are not allowed to go for hire at nights.

(4) That with reference to rule(i), no stands be allotted for bullock Carts as they are used under Contract by merchants and return to private stands before sun set. The 2nd clause of the rule states that no carriages shall be left without some one in charge. The drivers are now and then obliged to leave their bullock carts in loading and unloading them and to observe the rule, two men should be engaged for each Cart, which would be a hardship. The clause therefore needs further explanation.

(5) By rule(j), the rates of charge are fixed by time. As regards bullock carts, the rates be calculated not by time but on bags otherwise persons hiring such carriages would require the carts to be driven as often as the time engaged for would admit, resulting in a great

to the owners of the carts.

The maximum speed of bullock carts be limited to 2 miles instead of 3 miles per hour as now proposed.

(6.) The rule (k) limits the weight of goods to be drawn by bullock carts at 5 maunds or 420 lbs. These carts are intended chiefly for conveyance of goods and now carry 10 bags in case of single bullock and double the number in case of double bullocks, yielding fifteen annas for the day at 6 pies per bag - Under the rule now prescribed, only 3 bags are to be carried and at the rate of 6 pies per bag contracted for, the yield will be very little. Should however, the rate per bag be increased in order to preserve the limit of weight according to the proposed rule, merchants would provide themselves with their own carts and there would be no work for hackney bullock carts - The restriction of the weight be therefore removed in the case of bullock carts.

(7.) The bullock carts being generally without covers to attach list of fares in accordance with rule (l), the rule be made inapplicable in the case of these carts.

(8)- The application of the rule (14) prescribing that none excepting a licensed driver should be allowed to drive a licensed carriage, would cause loss to the owners of carriages as the drivers would demand exhorbitant wages, and the refusal thereof would result in the carriages not being plied for hire for want of licensed drivers. The owners of carriages be therefore allowed to transfer drivers' badges, they (the owners) being held responsible for any misconduct or infringement of the rules.--

The Board might reconsider this. But if the rule cannot be modified I agree but. WB.

4. I have made marginal remarks on the several points represented by the petitioners. Before the rules are confirmed by the Resident, it is my humble opinion that the two petitions may be sent to the ~~Resident~~ Municipal Board for consideration and report. ~~etc~~

Return the rules to the Board with the two petitions & remarks as by these notes & ask them to consider & return as soon as possible. WB.

20/3/..

Accepted

6/10/83

CLL.

Memo

S.C.7

Letter No. 504 dated 5th June 1884. from the President, Municipal Comm., Civil and Military Station of Bangalore.

Rules under Section 58 of the Hackney Carriage Regulation were framed by the Municipal Board and submitted to this Office with President's letter No. 3095 dated 19th March 1883. At the same time the Board recommended that rules similar to those contained in Sections 5, 24, 28 and 29 of Bombay Act VI of 1863 be made for the Station so as to protect the interest of owners and drivers of carriages.

× No. 736/44 dated 6th July 1883.

2. In reply, the President suggests certain alterations in the Draft Rules, and with reference to the introduction of provisions similar to those of the Bombay Act above referred to, remarks,

(1) that a rule similar to Bombay Rule V could be made by the Board under the Hackney Carriage Regulation. (This has since been done).

* requiring licensees to give notice of change of residence.

(2) that provisions similar in the first part to those of Bombay Rules* XXIV and in Rule XXVIII have already been made in Sections 7 and 8 of the Regulation, and

(3) that Rules in the stead of the latter part of Rule XXIV and Rule XXIX of the Bombay Act would require the sanction of the Govt. of India, and that it would be well to wait till the necessity for such rules arose.

3. The Rules were amended by the Board in the manner suggested by the Resident, published in the English and Vernacular new papers for two months and submitted to this office for confirmation. They were returned to the Board, however, for consideration with reference to two petitions received from the Patka

* No. 1326 dated 11th September 1883.

⊗ No. 31/4 dated 3d April 1884

owners and the owners of single and double bullock carts in the Station.

4. A Sub Committee consisting of ~~the Hon.~~ Mr Hewetson, Mr Brown and Mr Gow considered the petitioners objections to the draft Rules and suggested a few alterations in the Rules. These have been approved by the Municipal Board and are submitted for the President's orders. ~~approval~~. The proposed alterations are all in my humble opinion, good, excepting the proposal that licenses should be written on parchment seeing that the licenses will be renewed every year I think it will be sufficient if strong paper be used, as is provided for in the Rule as originally framed. This correction may be made

and the rules confirmed. Yes D.M.

Endorsements too may be struck,
be given to the petitioners
pointing out which of their
requests have been complied
with and which ~~requested~~ rejected. Yes D.M.

5. The Board have
taken this opportunity to
point out that the Hackney
Carriage Regulations is
in itself defective as there
is no protection
therein to owners of
Hackney Carriages.
Mr. Brown has mentioned
a recent case in which
his Carriage was broken
and left at the Railway
Station by a person
who did not make good
the loss caused to
Mr. Brown. The Board
think therefore that
the introduction of
Sections 24, 28, 29 & 32
of Bombay Act VI
of 1863 is indispensable.

Copies of Sections 24, 28 and 29 of the Bombay Act are enclosed in the President's letter No 3096 dated 19 March 1883 and I have made marginal notes in red ink opposite to each of them. I do not know however what Section 32 is as Bombay Act VI of 1863 is not available in this office. A copy of this Section may now be called for from the Board, and the matter be considered separately after its receipt. This question need not, I think, stand in the way of the Draft Rules for Hackney Carriages being at once issued.

25/6/84

Yrs. Jas Tinn
attn
31/8/84

Chris Madan.
The President is very busy just now, & has several files still on his table. I think therefore we have time to

mentioned, and on its receipt we can submit the file to Mr. Hall complete. Please do this. HW 27/6

6. A copy of Section 32 of Bombay Act VI of 1863 has accordingly been obtained from the President and is put up with the file. The President has also sent a copy of the Act itself for perusal and return.

7. With reference to the several sections* proposed to be extended to the C & M Station it will be seen from this Office letter No. 736/44 dated 6th July 1883 to the President that

(1) provisions similar to those contained in the first part of S. 24 and in Sec: 28 are made in Sections 7 and 8 of the Hackney Carriage Regulation, and that

(2) Rules in the nature of the remaining part of Section 24 and of Section 29 would require the sanction of the Govt: of India. The President thought it would be well to wait till the necessity for such rules arose before

* 24, 28, 29 and 32

Sec XXIV Bombay Act
Amend by power of India
to alter Sec 8 of the Regn
by inserting in after the words
"in acting" the words
"or carriage may require the
driver" after the words of
Sec XXIV of the Bombay Act
commencing with "a Police attendant
thereof" substituting Magistrate
or Branch for Police court
omitting "Landing Pier" and
substituting "by Railway"
for "the island of Bombay"
also substituting Sec 9 of
for Sec XXIX of this Act.
omitting "of Police" after
Mag.

Sec XXVIII does not require
mention. Sec 7 of our
Regn will answer the
purpose.

Sec XXIX may be brought
in as Sec 9 of the
Regn

I think Sec XXXII is
necessary, and it confers large
powers in hands of Police
than I can

addressing the Govt: of India.

8. The provisions of S. 32 of the Bombay Act which authorizes Police Officers to arrest without Warrant persons who commit offences under the Act, are not contained in the Madras Carriage Regulation.

9. Orders are solicited whether application should now be made to the Govt: of India for the extension of the provisions above mentioned to the C & M Stations — The proposed provisions are calculated to vest rather large powers in the Police.

HH

Submitted HW 5/8

S4

8

Menu

Hackney Carriage Rules

Memo

(X)

1. Byr-law prescribing the height of parapet walls around wells. (Presidents No. 133 d/19 April 1882).

2 - Amendment of Byr-law No. 39 making it incumbent on occupiers as well as owners of houses to colour wash their premises &c. (Presidents No. 506 d/30 May 1882.)

3. Byr-law directing the closing of cess pits & the opening of back doors to houses for conservancy purposes. (Presidential No. 1773 d/7 Oct 82)

+ [illegible]

Three Byr-laws framed by the Municipal Board have been kept undisposed of in this office pending the sanction of the Government of India to the amended Municipal Regulations. Now that that sanction has been received the new Municipal Regulations have been published in the Gazette of India, and the proposed mode of publishing byr-laws, in the local newspapers instead of in the official gazette has been legalized, there is nothing to delay their confirmation by the President under Section 225 of the Regulations. All the byr-laws seem good, and they have been published in five issues of the local papers as required by S. 226. I think therefore they may now be confirmed.

If the President be pleased

to confirm them, the bye laws may be published as under notifications by the President in three issues of the Daily Post, the Bangalore Spectator and the Khasim-ul Akhbar. As the cost of publication is properly a charge on the Municipality the Proprietors of these Newspapers may be asked to send in their bills to the President, Municipal Commission, for payment.

HW 17/2 — HL 27.2.83

I confirm the Bye laws. Carry out the course proposed

DG 5/3

Three Notices drafted
HL 6/3/83

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Form No. 9.

Mul. 154
20 MAR 83
1883
RESIDENT IN MYSORE

From The President,
Municipal Commission,
Civil and Military Station,
Bangalore.

To
The Assistant to the Resident in Mysore,
Bangalore.

Dated
Despatched. } 19 March 1883.
Received.

Enclosures No. 3

General No. 3095
No.

for manorie for sanction
Draft Rules for the working
of the Hackney Carriage Act
&c.

Submitted with Memo:
4.4.83
Submitted for Residents
Sanction. HLS. 5/4

No: 3095 & 3 E.

Municipal Commissioner's Office
Civil & Military Station
Bangalore: 19 March 1883.

To:

The Assistant to the Resident
in Mysore,

Sir,

In compliance with the instructions conveyed in para 2 of your letter No: 1832/80 dated 15 November 1882 I have the honor to submit herewith Draft Rules for the working of the Hackney Carriage Act in the Civil and Military Station of Bangalore passed by the Municipal Commissioners in para 5 of their Proceedings dated 27 ultimo Copy attached, and to request that you will be so good as to obtain

the

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the Residents sanction to the same at your earliest convenience.

The rates charged both for time and by distance have received careful consideration, and several of the leading stable keepers and Jobbing owners have been consulted.

The Commissioners consider it impossible to fix rates by distance to every street in the station, &c, for convenience sake the station has been divided into a certain No: of blocks (bounded by principal thoroughfares such as South Parade Road, the old Madras Road &c.) & the rates from the different stands to these blocks have been thoughtfully arranged.

Wm. G. G. Beamen who is a Municipal Commissioner and a large owner of Carriages wishes for

for some rules to be introduced to protect the owners and drivers of Carriages.

Such is not however contemplated by the rules and the Municipal Commissioners would therefore suggest that some such rules as are contained in Sections 5, 24, 28 and 29 of the Bombay Act 6 of 1863 be introduced.

A Copy of these sections is appended

As the rules at present stand, a man could hire a Carriage, drive to the Railway Station and depart by train without paying his fare, without the owner or driver being able to appeal to the Police for redress.

I have the honor to be,
Sir
Your most obedient
Humble Servt.
Municipal Commissioners
Omeda Banprees

Extract from the Proceedings of the Municipal Commission, Civil and Military Station, Bangalore of 17th March 1883.

"———"

Rules for the Hackney Carriage Act.

5. Adoption of the proposed Rules for the working of the Hackney Carriage Act.

Resolved – That the Regulations as now drawn up be submitted to the Resident for approval – and that application be made to the Resident for leave to introduce Sections 5, 24, 28 & 29 of the Bombay Act (6 of 63), the object being to secure reduction to owners of licensed Carriages.

True Extract

Secretary
Municipal Commrs
Civil & Mily Station
Bangalore
17 March 1883.

Draft Rules for regulating the working of the Hackney Carriage Act in the Civil and Military Station of Bangalore

---

a The owners of each Hackney
b Carriage shall be required to take out a license from the Municipality for that Carriage.

(c) Such license shall be issued from the Municipal office after the Carriage and horses or horses have been examined and approved by the District Superintendent of Police and the Inspector of Hackney Carriages who will determine

the

16

the class to which the Carriage shall belong.

There shall be three classes of Licenced Hackney Carriages, and licences shall be granted to owners subject to all the provisions contained in these Rules, and to the following conditions.

1. That the Carriage is in good order and repair in all its parts

2. That it is provided with 2 lamps, which shall bear the Carriage licenced number

3. That the horse is not or the horses are not less than the height named in the class in which the vehicle is licensed i.e 14.2 high for the first class and 12 hands for the 2nd class and that no animal shall be marked at less than 3 years of age.

1st Class — Hackney Carriages of all sorts excluding Hackneys or Carts drawn by bullocks.

2nd " — Hackneys

3rd " — Carts drawn by bullocks.

^ in the case of carriages of the first and second class, and with oak lamps in the case of those of the 3rd class,

(I beg to suggest the addition because it is stated further on that 3rd class carriages shall have only one light) — WL

yr WM

The

The Licences for Hackney Carriages and Drivers shall be in the form attached to these rules and shall be printed on strong paper.

The fee for each Carriage licence shall be annually

1st class — Rs 9
2nd class — Rs 4
3rd class — Rs 2

and for each drivers badge he shall pay a fee of one Rupee. The drivers licence to be given or renewed free of charge.

On receipt of licence from the Municipal office the License holder shall affix to his premises a Board on which shall be painted his name and licence No:

D. The horses to be used in licensed Carriages shall be thoroughly broken to harness, in good Condition

and

and fit for public use
free from sores.

1 and 4 ll.

The Harness shall be
Complete and serviceable,
and the use of rope or string
is prohibited.

A whip as ordinarily
used by Coachmen to be
with each driver

The use of sticks or
leather straps is prohibited

Two Lamps lit with
Candles as Ordinarily
used shall be Carried
by 1st Class Hack Carriages,
Oil may be substituted
for Candles in the Lamps
of 2nd and 3rd Class Carriages
provided the light is
bright

The Lamps to be in
Good order and wind
proof.

The

The Carriages to be
kept in good repair
and sound as to their
springs, doors and
windows.

The Carriages shall
be examined occasionally
as may appear to the
District Superintendent
of Police, either from his
observation or on report
from the Inspector of
Conveyances, needed.

One light to be carried by
3rd Class Hackney
Carriages ~~shall carry~~
~~one light, this light~~
shall be fastened
when driving[x] in a similar
way to the lights of
other Hack Carriages

If

[x] on the right hand side of the
carriage and

(E) It shall be lawful for the President, a Municipal Commissioner, the District Superintendent of Police and the Inspector of Hackney Carriages and Officers of S.P.C.A and Inspectors of Police at any time between Sunrise and Sunset to enter any premises on which licensed vehicles, animals, harness and other things used therewith are kept, in order to carry out any provisions of these Rules and the Proprietors or his agents shall afford every facility for inspection

(F) Licences under these

Rules

rules shall continue in force during the official year for which they are granted but they are liable to revocation or suspension within that time by order of the Presiding Municipal Commissioner on proof before him that the Proprietor or his Agent has been guilty of any breach of the Conditions of the license

(G) Each license shall bear a serial number and that number shall be painted in a conspicuous place in English on 1st Class Carriages and in English and Canadian or Tamil on 2nd and 3rd Class Carriages.

The

The Treasurer Municipal
Commission may on
application allow Hackney
Carriages of a superior
description to be sent out
without being numbered

The numbering shall
be done at the District
Superintendent of Police's
Office and the cost shall
be included in the License
fee.

(4) The Owner or Proprietor
of a licensed Carriage
waiting on a public
stand or publicly plying
for hire shall, at any time
of the day or night, be
bound to give such
Carriage on hire to any
person demanding the

same

Encl. X

same, unless for a good & sufficient reason the burden of proving which shall be on the driver or proprietor so refusing

(J.) The Municipality shall from time to time appoint places as stands for licensed Hackney Carriages. Drivers of such Carriages found waiting for hire at places other than those appointed or leaving their Carriages without some one in charge shall be liable to forfeit their licence to drive.

The Registration of the order in which Hackney Carriages shall rank on the stands shall be under the Control of the Police

(Note) Nothing herein contained is meant to interfere with passengers choosing their own Carriages.

The list of stands as at present appointed is given at the End of these Rules. (J)

The following rates per time shall be fixed for the various classes of Hackney Carriages.

1st Class Carriages
(drawn by one horse)
between 6 a.m & 11 p.m.
3 Hours or less 1. 8. 0
3 to 6 hours — 1. 12. 0
6 to 12 hours — 3 — 0 —;
for every hour over 12 hours an additional fee of 4 Rupees and for every hour or part of an hour after 11 p.m. an additional fee of 6 annas.

The charge for a Hackney Carriage drawn by a pair of horses shall be double the above rates.

2nd Class Carriages
for 3 hours or less — 8 —
from 3 to 6 hours — 12 —
6 to 12 hours — 1 — 4 —

3rd Class Carriages
for 3 hours or less — 6 —
from 3 to 6 hours — 9 —
6 to 12 hours — 12 —

Distances are regulated according to the table attached.

The difference between the rate for a drive of 3 hours and that for a drive of 6 hours is very small. Rupees 1, 2 & 3 for 3 hours, 6 hours & 12 hours respectively will perhaps be better — Ed

I think Government Commissioners can judge better than we can. But I would say in returning rates that it seems time the charge for 3 to 6 hours should be 2/-/- not 1/12/-

These rates seem fair.

do —— do ——

The

The minimum speed at which a 1st or 2nd class Carriage hired by time shall be deemed is 6 miles and 5 respectively per hour and a 3rd Class Carriage 3 miles per hour

(K) The maximum no: of persons to ——— be carried by each description of Hackney Carriage is as follows.

In a four wheeled 4 persons inside and driver outside

A one horse 6 persons including ryde and driver.

A Pair a four persons including the driver

Two children under 10 years of age to be reckoned as one adult person

Drawing framed as by this Commissioner Act. Between Table of the maximum number of persons for which Carriages may be licensed to carry

This rule restricts the No. allowed to sit inside the Pair Kas to 3 persons, while the existing practice is for four persons to sit in such a Carriage. The proposed rule will have the effect of raising the fare to be paid by each passenger, and will for that reason not be very much relished. The proposed rule however seems wholesome & had better perhaps be tried for some time — WH

person

The maximum load of luggage only, or of luggage and passengers, which may be carried by each description of Carriage is as follows:

Carriage 1st Class drawn by

One horse	8 Maunds or 672 lbs
Two horses	15 — " — or 1260 lbs
2nd Class Cart —	6 — " — or 504 lbs
3rd Class. Bullock Cart.	5 — " — or 420 lbs

When passengers and luggage are carried,

Each adult person shall be considered as weighing 1½ Maund or 126 lbs, and Each child under 10 years of age weighing as ¾ of a maund or 63 lbs

(L) Every hackney Hackney Carriage shall have affixed in it a list of the fares prescribed in the following Rules

Such

I think the Mund. Commrs. have misunderstood the meaning of clause (k) of para 4 of the Rs Hackney Carriage Regulation recently sanctioned by the Govt. of India. That clause provides that a rule may be framed to limit the No. of persons and the weight of property which may be conveyed by each kind of hackney carriage. It was not intended by that clause to prescribe the whole weight to be conveyed by the hack including the weight of the individuals who travel in such carriages, because such weight will vary with the weight of the individuals, and because such a rule would manifestly be inconvenient. The weight fixed in this para has not been well considered. Taking the case of a 1st Class hack drawn by one horse, it will be seen that a load of 8 maunds is allowed for such a carriage. By the rule in the preceding para, such a carriage is allowed to convey upto seven inside

a driver and a boy outside, i.e. 6 persons in all. Placing each man at the average weight (1½ maunds) given in the rule, the whole weight for the six persons is 9 maunds, while in the rule only 8 maunds are allowed. No provision is made for the luggage to be carried by the passengers — — As the number of persons for each kind of carriage has been fixed by another rule, it will, I think, be sufficient to substitute for the rule in the next preceding page marked in pencil, a rule stating that the maximum weight of luggage to be carried by the passengers shall be so many lbs for each kind of carriage.

Such list shall be printed in English, Canarese and Tamil.

One Copy shall be provided yearly at the time of licensing by the Municipal Resident, but the renewal of a list which has become destroyed or defaced, shall rest with the Proprietor who shall renew it at once. Copies will be supplied on payment at the Municipal Office, District Superintendents office and Head Police Station

(8) Every driver so licensed, shall wear, while at a standing or while driving a licensed Carriage or plying for hire, a brass badge on his

his right arm bearing his name, and the number of his license, and all Hackney Carriage licenses shall be produced for inspection when required by any Police officer or S. P. C. A. officer.

No person shall be allowed to act as the driver of a licensed vehicle except under a driver's license granted on that behalf by the President, Municipal Commissioners.

A driver's license is not transferable and shall be granted for the official year.

A driver's license shall not be granted to any

any one under 18 years
of age, and who has
not been appointed by
the District Superintendent
of Police

(et) Property found in
licensed Hackney Carriages
shall be deposited at the
nearest Police Station
by the Proprietor or
drivers of such Carriages.
A list of such property
shall be posted up at
the District Superintendents
Office and at such other
places as the District
Superintendent of Police
may direct

Renewal

Renewal of License—

Application for the Renewal of Licenses shall be made one month before the expiry of the Year of License, and the Renewed license shall be granted in the same way by the same officer provided for in rule 2 and on payment of the same fee as for the Original license

Transfer of License.

When a licensed Hackney Carriage is transferred to a new Proprietor during the Year of License ~~the~~

~~same~~

he shall at once report the change to the Municipal Office for the necessary alteration to be made (free of charge) on the licence.

Forfeiture of licence

Any proprietor, or agent of the Proprietor or driver of a licensed vehicle who knowingly permits it to be driven by a less number of horses than is provided on the licence, or knowingly permits more passengers or a greater weight to be carried on such Carriage than is permitted by the Rules

shall

shall be liable to a fine which may extend to Rupees 50/ and to forfeiture of his license.

Forfeiture of Driver's License.

Any driver who cruelly beats, ill-treats over-drives or otherwise misuses any horse driven in a licensed vehicle shall be liable to forfeiture of his license to drive in addition to any other punishment to which he may be liable under any law in force for the time being.

Prosecutions

Prosecutions for breach

of

of these rules may be instituted by any passenger, Police officer or member of the Municipal Commission or by the Inspector of Hackney Carriages.

Form of Carriage License

1. Bangalore C^ms Municipality
2. Number & Class of License
3. Date of issue of License
4. Date of expiry of License
5. Name of Proprietor or Agent
6. Residence of ——do——
7. Description of vehicle
8. Licensed to carry passengers if drawn by 1 horse, if by 2 horses.
9. Registered No. of Police office
10. Remarks.

Form of Driver's License

1. Bangalore C^ms Municipality
2. Number of License
3. Date of issue of License
4. Name of Driver

5

5. Fathers name.
6. Residence
7. Registered no: in Police Office
and date of Registery
8. Remarks

List of Stands

1. Railway Station Jaulomeni
2. Railway Station Pulta
3. Vacant ground on side
of New Market Road
4. Vacant ground side of
Broadway Police Station
5- On Nelson Bagan Road
6. Vacant ground side of
Bengade Road opposite
Messrs Dalmia & Co
7. Vacant ground on
side of Fort Road
and opposite Bamboo
Bazaar Pulta.

This is now used as a Cart
and Jutka Stand for the Pulta.

Number

Number of Conveyances
allowed at Each Stand

at 3

1st Class Conveyances
2nd Class 10
3rd Class 10

at 102 No fixed number

at 4

1st Class
2nd Class 10
3rd Class 10

at 5

1st Class
2nd Class 5
3rd Class 5

at 6

1st Class
2nd Class 3
3rd Class 3

at 7

1st Class
2nd Class 15
3rd Class 20

Fares

Fares by distance

From Public Standings	Description of Carriage		
	1st Class	2nd Class	3rd Class
1st Railway Station Government Island			
To any part West of Canal by Road "including" Millers Road & South of Cathedral Road	1 . .	. 6 .	. 3 .
2nd Any part East of Cavalry Road and bounded on the South by Smith Parade Road. East by the old Madras Road	1 4 .	. 8 .	. 4 .
3rd Any part South and East of Richmond and Old Madras Roads	1 8 .	. 10 .	6 .
4th Any part situated between Richmond and Old Madras Roads on South and South Parade Road	1 4 .	. 8 .	. 4 .
2nd Stand - Broadway Stand			
Do: 1st Block	1 . .	. 6 .	. 3 .
2nd Block	1 4 .	. 8 .	. 4 .
3rd Block	1 8 .	. 10 .	. 6 .
4th Block	1 4 .	. 8 .	. 4 .
The Pettah	1 8 .	. 6 .	. 4 .
A Single Seat to the Pettah	. . .	. 1 6	. 1 .
3rd Stand. New Market Road			
Do. 1st Block	1 . .	. 6 .	. 3 .
2nd Block	1 4	. 8 .	. 4 .
3rd Block	1 8	. 10 .	. 6 .

Fares from Public Stands	Description of Carriages		
	1st Class	2nd Class	3rd Class
4th Block	1 4 .	. 8 .	. 4 .
The Pettah	1 8 .	. 5 .	. 4 .
A Single seat to the Pettah	. . .	. 1 3	. 1 .
2nd Theatre			
Block 1st	1 4 .	. 8 .	. 4 .
" 2nd	1 . .	. 6 .	. 3 .
" 3rd	1 . .	. 6 .	. 3 .
" 4th	1 . .	. 4 .	. 2 .
The Pettah	1 4 .	. 6 .	. 4 .
A single seat to the Pettah	. . .	. 1 6	. 1 .
5th Stand — Theatre			
to 1st Block	1 4 .	. 8 .	. 4 .
2nd "	1 . .	. 6 .	. 3 .
3rd "	1 4 .	. 8 .	. 4 .
4th "	1 . .	. 6 .	. 3 .
The Pettah	1 8 .	. 8 .	. 6 .
A single seat to Pettah	. . .	. 2 6	. 1 6

No.

Executed.

Presidency Commrs.
Custom House

N. 236
44

18 ~~18~~ ~~19~~

Office of the Resident in Mysore
& Bangalore 6 July 1883. 19

To

The President Municipal Commrs,
C & M Station of Bangalore.

Sir,

With reference to your letter No. 3095 dated 19th March 1883, submitting for the Resident's approval draft rules framed by the Municipal Board under the Hackney Carriage Regulation, I am directed to communicate the following remarks :—

(1) It appears to the Offg Resident desirable to substitute for the clause "that it "is provided with 2 lamps "which shall bear the Carriage "licensed number" the following clause, viz, "that it is provided "with two lamps in the case "of carriages of the 1st and "2nd Classes and with one "lamp in the case of those "of the 3d Class, which shall "bear the Carriage license number."

(2) For the rule that
"3d class hackney carriages
shall carry one light, this light
shall be fastened when
driving in a similar way
to the lights of other hack
carriages", the following rule
should be substituted, viz,
"the one light to be carried
"by 3d class hackney carriages
"shall be fastened, when
"driving, on the right hand
"side of the carriage and
"in a similar way to the
"lights of other hack carriages."

(3) For the words
"the maximum load which
"may be carried by each
"description of carriage is
"as follows", the following
words should be substi-
tuted, viz, "the maximum
"load of luggage only, or of
"luggage and passengers,
"which may be carried by
"each description of carriage

"shall be as follows."

(4) Before the words "each adult person shall be considered as weighing 1½ maund or 126 ~~lbs~~", the words "when passengers "and luggage are carried" should be inserted.

2. With regard to the rates of fare prescribed in the rules, the Offg Resident is of opinion that the charge for a drive of between 3 and 6 hours in the case of a first class carriage should be Rs. 2 and not Rs 1-12-0 as stated in the rules.

3. It is provided in the draft rules that the maximum number of persons to be carried by a 2nd Class Carriage (Jutka) shall be four including the driver, while the existing practice is

licensees to give notice of change of residence can, in Mr. Lyall's opinion, be framed under the Hackney Carriage Regulation, and that such a rule may be made by the Board and inserted in the draft rules;

(2) that provisions similar to those contained in the first part of Section XXIV and in Sec. XXVIII of the Bombay Act are made in Sections 7 and 8 of the Hackney Carriage Regulation, and that no addition to those provisions seems necessary; and

(3) that rules in the sense of the remaining part of Sec. XXIV and of Sec: XXIX of the Bombay Act would require the sanction of the Govt. of India, and the Offg Resident thinks that the Board

had better wait till the necessity for such rules arises, before moving the Govt. of India in the matter; meanwhile the provisions of the Indian Penal Code under the head of "mischief" give the owner or driver of a Hackney carriage a remedy against any person who may wilfully injure the vehicle.

5. I am to request you to have the draft rules amended in the manner above pointed out, and published five times in one or more of the English and Vernacular newspapers in Bangalore (as Section 3 of the Hackney Carriage Regulation requires the rules to be made in the manner in which bye-laws are made), and resubmitted

for confirmation by the President.

Thank you

HW

Asst to the President

EL
6/7/83

A9

1883

36

To the President Mobile & Ohio
C & Mississippi
Bangor
Dated 6 July

N 736
44

Draft for approval

No 9

1883 OFFICE OF THE SEP 83 ~~20~~ 19 1

Name of Petitioner. Jonathan Carpenter of the Cork Station

Village.
Taluk. } Bangalore.
District.

Date of Arzi. 3d September 1883

Date of Receipt. 3d. —"—

No. of Enclosures. Dy No 2

ABSTRACT.

Under the circumstances represented by the Petitioner that owners of the Lakes of the Hackney Carriages ~~cannot~~ be modified.

Submitted for Orders

Bangalore 1st September 1862

J. B. Lyall Esqre BCS
Resident and Chief Commissioner
Mysore and Coorg
Bangalore

The humble petition of the undersigned Jut Ka owners residing within the jurisdiction of the Civil & Military Station Bangalore
Humbly sheweth

Your petitioners respectfully beg to lay the following before you for your kind & favorable Consideration under the Draft Rules for regulating the working of the Hackney Carriage Act in the Civil & Military station Bangalore

Under Rule 3 Your petitioners respectfully beg to inform you that your petitioners are unable to obtain Jut Ka Ponies of 12 hands and if your petitioners are not allowed to use the present ponies in your petitioners possession your petitioners will sustain a great loss and your petitioners beg that you will modify the Rule & your petitioners further beg to state that the fee of Hackney Carriages of the 2nd Class was Rs2/ but now your petitioners have with regret learnt that the fee is to be raised to Rs4/ & your petitioners beg that you will take your petitioners poor Case into Consideration & reduce the fee to the old rate; your petitioners are willing to pay the fee for the Drivers badge but beg that you will remove the rule requiring your petitioners Drivers to wear the badge, regarding the fixing of a board in the premises of a licensed holder, your petitioners beg to state that they are unable to Read

the rule be Modified on account of Gosha women being in the house.

Under Rule 8 regarding the powers of the Provisional Municipal Commissioner &c &c to attach any licensed holders premises &c Your petitioners beg that you will be pleased to remove the Rule or Modify it to "when such Hackney Carriages should come outside" on account of Gosha women being in our houses.

Your petitioners beg to state that the only 2 Stands where there is traffic is at Stands Nos 3 & 7 & beg that you will allow the Tikkas to remain at these Stands.

For which your petitioners will in duty bound Ever pray

عبدالغفور

سید جابر

عبدالقادر

شیخ حیدر

شیخ سلیمان

عبدالرحمان

سید باپا والدین سلطان

بابا میان

عبدالعلیم

جمالوددین خان

عبدالرزاق

عبدالعزیز

سید

سید جابر

بخاری

محمد غوث

عبدالله خان

محی الدین صاحب

عبدالرزاق

عبدالعزیز

سید

سید جابر

بخاری

A9

P 98
RECEIVED
20

Name of Petitioner. Mahomed Shareff and others owners of single and double bullock carts

Village.
Taluk. Bangalore
District.

Date of Arzi. 6 September 1883

Date of Receipt. 11 ——

No. of Enclosures. Dy 120 1/100 5.4.84

ABSTRACT.

Under the circumstances represented by the petitioners the rigour of the rules of the Hackney Carriage Act may be modified

To

A. C. Lyall Esquire
British Resident of Mysore.

Sir,

The humble memorial of the undersigned - owners of the single and double bullock carts plying for hire between the Madras Railway station and the Mundy Bazaar most respectfully showeth:-

That your humble memorialists who are directly concerned in the passing of the Hackney carriage act published in the local Khasim-ul akhbar with a view, they believe, to elicit opinions thereon, beg to submit the following observations for the favourable consideration of your honour and the consequent modification of several classes in the act taken objection to.

"3" In this para of the said act the annual fee is raised to Rs 2/- in the case of III

class carriages from As 4/ now paid - No fee is being paid upon these carriages upto a few years ago, when a fee of 4 As was first introduced and gradually raised to what it now is. To pay the present fee alone your memorialists undergo great difficulties and to give the hereafter increased fee of Rs 2/- together with a rupee for the driver's badge, though the latter only one time, would involve your memorialists into inexpressible grief and difficulties - Their trade is but poor, and what they daily earn is hardly sufficient to keep their body and soul together. To pay the enhanced fee with the scanty income would be most difficult, if not impossible and hence they implore that the present rate of fee may be continued -

"D" Under this every driver is required to use a whip as ordinarily used by coachmen - This may stand good in case of all carriages drawn by horses, but to apply this to the bullock carts would be obviously wrong. Stick or leather strap is naturally necessary for bullocks, and your memorialists

who fully know the nature of these animals beg to state that permission as hitherto may be given in their case. Any cruel treatment or merciless beating would of course have its punishment.

The carts and carriages possessed by your humble memorialists being chiefly built to carry goods to and bring from the railway station are most of them without cover, and as they ply for hire between the hours of 9 A.M. and 5 P.M. require no lamps. In scarce instances when these carriages are allowed to drive after sun-set, they are led by a carriage having lamp and the rest follow. This has occasioned no public inconvenience, and the petitioners therefore beg that the enacted strictness of this rule may be relaxed at least in their case.

"H." Under this head it has been ruled that the owners of carriages should let their carriages at any time of the night &c. This will operate very hard in the case of

your memorialists. Their carriages as stated before being built to carry goods are not as a rule allowed to go for hire during night. To yoke the fatigued bullock which had laboured all the day long again, would be as merciless as to torture and kill it, and to yield to such rule your humble memorialists very strongly oppose.

"I" Under this head your petitioners beg to observe that no stands are necessary for them. Their carriages being under contract with the grain and other merchants directly go to the Railway Station from their private stands and come back to their respective places before sunset, and hence they beg exception for such carriages.

It is also enacted under the above head that no carriages should be left out but in charge of someone. The drivers of your memorialists' carts having had to load and unload these carts are obliged to leave their carriages with no one in charge

for two or three minutes every now and then, the time being devoted in carrying goods to or from their carriages to the owners' place. Should in such cases they are charged for violating the rule it would be necessary for each owner to engage two men for each carriage and this would be as hard as impracticable. your memorialists do not for a moment consider that such is the spirit of the act, but in the absence of any more explanation they humbly beg that a little more light may be thrown on this point.

"J." Under this the rates fixed for hours should in the case of your memorialists be calculated on <u>bags</u>: if not persons hiring such goods' carriages would require the drivers to drive to and from the station as often as the hours would admit, and this would prove a source of great loss to your memorialists. The maximum speed of 3 miles per hour too should, in the case of these goods' conveyance

be limited to two miles per hour -

"K". The maximum weight of luggage and persons under this head is fixed at 5 maunds or 420 lbs. your humble memorialists do not clearly understand this -. Their carriages as before stated have been chiefly built for for carrying goods from and to the Madras Railway station, and as the animals yoked as a rule to these carriages are young, strong and amenable to carry more weight; application of this rule would prove ruinous in their case. Your petitioners do not think that this enactment is intended for them, nor they consider the rule to be sound in judgment - They now carry 10 bags in each single bullock cart and double of that in carriages drawn by two. For each bag brought from or conveyed to the station from the Mundy bazaar they are paid at the rate of 6 pies per bag, and the loading and unloading

task and the work involved therein do not admit, taking the distance into consideration, of making more than three tours between the hours of 9 Am. and 5 P. M. giving in all As 15/- for the labour from which your memorialists have to defray the expense of gram and grass for the bullock, drivers wages and their maintenance with the family - In the event of this new rule being forced upon them they have to carry only 3 bags and the rate per bag as contracted being 6 pies, their profession, if pursued any more, will be hardly sufficient to keep them alive, and the loss thus incurred will certainly drive them from their homes - As to the conveyance of 10 bags as now in future their bullocks are quite able, and think that a more weight than that would be carried without difficulty by the animals they use. Should your honor to avoid the possible collapse of your memorialists trade raise the rate per bag, what guarantee is there to prevent the merchants and grain dealers from having their own carriages free from the Hackney Carriage

acts' operations to bring their goods from the Madras Railway station - In such an event your memorialists who are living upon their present profession will be levelled to the ground of misery and would under no remedy rise again - They beg therefore that the restriction of weight, at least in their case, may be removed and the clause modified accordingly.

"L." Under this rule their carriages as before stated being generally without covers, there is no place for attaching lists prescribed and hence exception is necessary -

"M." Under this head all drivers are required to take license and wear a badge - No one but a licensed driver is allowed to drive a licensed carriage - The application and enforcement of this rule would make the drivers very stubborn and unmanageable, owing that except- they none will be allowed to drive the carriage in their charge. they will try

to exercise a ridiculous control over the owner and demand exhorbitant wages. A refusal would of course subject the owner to a "strike of work, and the suspension in other words mean the daily loss of income and the burden of expen Suppose a licensed driver falls sick or becomes unable to follow his work, then until he is able to resume his work the carriage will have to stand unmoved, bullock unprotected and the daily loss unbearable. This in the case of widows who live upon the daily income from carriage will be utter ruin. There appears no compre-hensible ground for such restriction; except perhaps in the case of mofussil passengers guarding them-selves against the so called misconduct of some of the drivers. your memorialists beg therefore that under the circumstances enumerated above, they may be allowed to transfer such badges to other competent persons, and thus carry on the plying of their carriages always unfettered, being themselves responsible for any misconduct or infringement of the rules in force.

Trusting that full consideration will be given to their humble observations by your honor who is the only fountain of justice from whom they expect redress, and that the arguments they have adduced and will in person be prepared to explain more, if found to be sound and real, the several clauses of the intended act may be modified, and hoping that this will be done.

They beg to remain
Sir
Your most obedient servants
(Sign) Muhamed Shureff and others

Dubbay Musjid Street
No. 6

Bangalore
6th September 1883

No. 1509/61 21 22

Office of the Resident in Mysore
24th October ~~September~~ 1884.

Endorsement.

In reply to their petition dated 3rd September 1883, praying for certain modifications in the draft rules framed by the Municipal Board for regulating the working of the Hackney Carriage Regulation, Abdul Gaffoor and other owners of Jutka carriages in the Cantonment station of Bangalore are informed as follows:-

Modifications proposed.	Orders.
(1). That the rule requiring Jutka ponies to be 12 hands high be modified.	The height of the horses of the 2nd class carriages is reduced to 11 1/3.
(2) That the license for 2nd class carriages be reduced to Rs 2/-	Declined as the fee now fixed is moderate.
(3) That the use of badges by drivers be dispensed with.	Declined as the use of a badge is very essential and no reason is assigned to the contrary.
(4) That the rule prescribing a board to be fixed on the premises of the license holder be modified as there are Jutka women in the houses of Jutka owners.	The object of these boards is to show where hackney carriages are kept and are available to the public. Mr. Lyall does not see how the putting up of these boards will interfere with the Jutka women in the houses of the license holders.

(5) That the rule empowering the Municipal President & other Officers to enter the houses in which licensed vehicles are kept be modified as there are posha women in the houses of the license holders.

The Inspecting Officer will always ~~take~~ take the usual precautions and give timely notice of his visit so that the women in the house may remove inside. It is essential on sanitary grounds that the premises where the licensed vehicles are kept should be open to inspection. Mr Lyall therefore declines to comply with the petitioners' request.

(6) That all the jutkas be allowed to remain at the Stands Nos 3 & 7 as these are the only stands where there is traffic.

The Resident sees no objection to the number of carriages at stands Nos 3 & 7 being increased. The Dy Supt of Police should be petitioned on the subject.

By order

Asst to the Resident

509

1884 No. 61

E

Abdool Guffoor and
other owners of Jutka Carriages
C v. the elation Municipality

Date 25 October
Deck 27

No 1509
61

No. 1326 & 7 E

Office of the Municipal Commission,
Civil and Military Station,
Bangalore, 11 September 1883.

From

The President,
Municipal Commission,
Civil and Military Station,
Bangalore.

To

The Assistant to the Resident in Mysore,
Bangalore.

Sir,

I have the honor to submit for Confirmation by the Resident under the provisions of section 225 Municipal Regulations, bye-law No. 2/47 regulating the working of the Hackney Carriage Act

The rules in question have been duly amended as directed in your letter No. 736/44 dated 6 Ultimo and published in the local English and Vernacular papers 5 times as provided in section 226 of the Municipal Regulations.

I have the honor to be,
Sir,
Your most obedient
humble
servant

President Municipal Commission
Civil Bangalore

31

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Mul. 164

Form No. 8.

1883.

From

The President,

Muuicipal Commission,

Civil and Military Station,

Bangalore.

To

The Assistant to the Resident in Mysore,

Bangalore.

Dated
Despatched. } 11 September 1883.
Received.

Enclosures No.

General No. 1326
No.

Forwarding for Resident's Confirmation Byelaw No: 21/47 regulating the Licensing of the Hackney Carriage Act.

89

OFFICE OF THE
Mub-233.
11 NOV 83
1883
PRESIDENT BY HAND

Form 9.

23

From

The President,
Municipal Commission,
Civil and Military Station,
Bangalore.

To

The Assistant to the Resident in Mysore,
Bangalore.

Date Despatched. Received. 13 November 1883

No. 1326 of 11 Sept/83)(23

Submitting for confirmation by the Resident, under the provisions of section 225 Municipal Regulations, Bye Laws No. 2 & 47 regarding the working of the Hackney Carriage Act.

Enclosures No.

General No. 1723
No

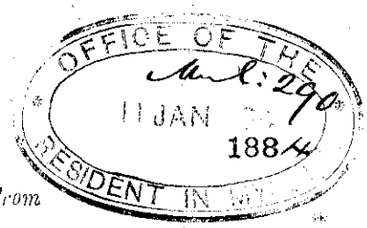
Have the honor to invite his attention to the communication marginally noted and to solicit the favor of an early reply thereto.

I have etc
Municipal Commission
Civil & Military Bangalore.

Papers returned.

The file regarding the Rules framed under the Hackney Carriage Regulations is with the Resident. — Clk 19.11.83

A9



Form No. 9.

24

From

The President,

Municipal Commission,

Civil and Military Station,

Bangalore.

To

The Assistant to the Resident in Mysore,

Bangalore.

Date Despatched. Received. 10 January 1884

Enclosures No.

General No. 2116
No.

Nos. 1326 of 11. 9. 83
1723 of 13. 10. 83

Submitting for confirmation by the Resident under the provision of section 225 Mun. Regulations, Bye-law No. 2/47 regulating the marking of the Hackney Carriage Act

Have the honor to invite his attention to the Communication marginally noted, and to solicit the favor of an early reply thereto.

Municipality
Vice-President Commissioner
Civil & Mily Station Bangalore.

The papers are with the Resident

1004.

No. C & M 25

To,

The President,
Municipal Commrs:
C & M. Station,
Bangalore.

Dy 3 April 1914
Despd 4th ——

Enc: 2 Petns.

No. 31/4.

From No. 31/4 dt 1-4-14

Forwards two petitions from owners of jutkas and bullock carts in the Station, and requests that the Rules framed under the Hackney Carriage Regulation may be re-considered by the Board with respect thereto

Office of the Resident in Mysore
Bangalore, 3rd October 1883

To

The President, Municipal Commissioners
& the Station of Bangalore

Sir,

With reference to the correspondence ending with your letter No. 1326 dated 11th September last submitting for Resident's confirmation, bye-law No. 5 of 1883 regulating the working of the Hackney Carriage Act in the Cantonment, I am desired to forward herewith for the consideration of the Board two petitions, one from the Pattakarrers and the other from the owners of single and double bullock carts both of this Station praying for the modification of certain rules contained in the bye-laws referred to above.

2-

D/3rd Sept. 83
+ D/6th Sept. 83
(to be obligingly returned)

2. The representations of the Jutka owners are as follows:-

(1) That the 3rd rule requiring jutka ponies to be 12½ hands high be modified so that the ponies now being used may be accepted as the equivalent of the height now prescribed are not obtainable. This appears to be a point for the consideration of the Board, and the Resident thinks that the standard of height may be lowered.

(2) That the license fee for the 2° class carriages which is now fixed at Rs 4/ be reduced to Rs 2/ as hitherto. The proposed fee of Rs 4/ per annum does not appear to be equal to be too much in the case of jutkas.

(3) That the rule compelling the drivers to wear badges be removed, there being no objection on the part of the petitioners to the payment of the prescribed fee on account of the badge. No reason is given for this request and the Resident therefore does not think it need be complied with.

(4)

(4) That the rules prescribing that a board of the kind as the pattern of the licensed holders be modified as there are goolas working in the houses. The object of these boards is to show where hackney carriages are kept and are available to the public. Mr. Lyall does not see how the putting up of these boards will interfere with the goolas women in the premises of the licensed holders.

(5) That rule 3 (c) empowering the Municipal President and other officers to enter any house in which a licensed vehicle is kept be removed or modified as there are goolas women in the petitioners' houses. This matter seems deserving of consideration. Instead of the words premises, in which which occur in the above rule, the President thinks it would perhaps be better to substitute the words "any yard, shed, stable or room in which" The opinion of the Board is requested on this point.

(6)

(6) That all the public be allowed to remain at the stands Nos 3 and 7, as these are the only stands where there is traffic. As the petitioners request might tend to an overcrowding of carriages at the stands Nos 3 and 7, Mr Lyall thinks that the numbers of carriages allowed to these stands might be raised.

3. The following are the petitions of the owners of bullock carts:—

(1) That the prescribed license fee of Rs 2 for the 3rd class carriages is excessive. The proposed fee seems to the Resident to be very fair.

(2) That as the use of a whip as indicated in clause D of rule 3 is suitable only for carriages drawn by horses, the use of stick or feather strap for bullocks be allowed as hitherto. Mr Lyall is not sure that a stick is not necessary for bullocks and requests that this point may be considered by the Board.

(3) That the strictness rule prescribed in clause 3 (a) in regard to carrying lamps be relaxed in the case of bullock carts

as these carts generally ply for hire between 9 A. M. and 5 P. M. and that when ~~being driven~~ used after sun set the leading cart of a string of carts ~~they are led by a Carriage having~~ carries a lamp - The Resident thinks that it would perhaps be better to require 3rd class Carriages to carry lamps only if they ply after dark or those owners of such carriages who wish it might get licenses for plying by day only and then be excused carrying a lamp.

(4) " That the rule (h) requiring owners of carriages to let their Carriages for hire at any time of the night must operate hardly in regard to bullock carts which are built to carry goods - These rules are not intended to apply to carts which are used simply for the purpose of carrying goods but ~~because~~ they ~~apply only to~~ are meant for hackney Carriages alone. There are some bullock carts which sometimes carry goods and sometimes passengers. These should abide by the Rules, & the Resident is of opinion that the above rule (h) only applies to carriages waiting on a stand or found publicly plying for hire on the road -

[5]

(5) That with reference to rule (i) no stands be allotted for bullock carts inasmuch as they are used under Contract by Merchants and return to private stands before sun set. These rules will not, as remarked in respect of the foregoing objection, apply to carts employed in carrying goods alone. Carts carrying passengers should go to the stands in order to enable the public to know where to find them and rule (i) does not, Mr. Lyall thinks, prevent their going to their private stands.

(6) That the 2nd clause of rule (i) requiring that no carriages should be left without some one in charge - is objectionable because the drivers of the bullock carts are obliged to leave their carts in loading and unloading, and to observe the said rule two men should be engaged for each cart, which would prove a hardship to the petitioners, who therefore require further explanation with reference to this rule. The Resident is of opinion that the clause is necessary as it is dangerous to leave a carriage

in the street without any one to look after it but thinks that the clause will not in practice be used to the injury of bullock cart drivers who leave their carts only to load and unload.

(7) That the rates for bullock carts be not calculated by time as now provided (in Rule (f)) but by the no. of bags they carry. As these Rules will not apply to carts conveying goods alone, Mr Lyall thinks that the objection herein set forth does not apply to the Rules.

(8) That the minimum speed of bullock carts be limited to 2 miles instead of 3 miles per hour as proposed. The Resident is of opinion that as regards carts carrying passengers the minimum speed should not be less than 3 miles an hour.

(9) That the restriction of the weight of goods to be carried by bullock carts be removed. This matter need not be considered by the Board as the Rules do not apply to carts carrying goods only.

(10) That rule (l) requiring the owners to affix a list of fares on the Hackney Carriages, be made inapplicable in the case of bullock carts which

have no covers, they being only used to carry goods - The foregoing remark applies also to this Objection -

11. That the owners of carriages be allowed to transfer drivers' badges because the rule (xi) prescribing that none excepting a licensed driver shall be allowed to drive a licensed carriage will cause loss to the owner of such carriages, the driver would demand exhorbitant wages: This above rule has been framed so as to prevent incapable persons from driving hackney carriages - The Board might consider the point now raised, but if they think that the rule cannot be modified, Mr. Lyall will agree to it -

4. I am to request that the Rules framed under the Hackney Carriage Regulation may be re-considered by the Board with reference to the above remarks, and that the modifications the Board would propose to make in the Rules may be reported to this office as soon as possible.

I have &c

Asst. to the Resident

~~4. I am to request the favor of your returning the two petitions with your reply -~~

~~I have &c~~

~~Asst. to the Resident~~

Asst. to the Resident

No. 50444 Ex with 2 pet[illegible]

Office of the Municipal Commission,
Civil and Military Station.
Bangalore, 5 June 1884
Dkd 7

From

The President
Municipal Commission,
Civil and Military Station,
Bangalore.

To

The Assistant to the Resident in Mysore;
Bangalore.

Sir

I have the honor to acknowledge the receipt of your letter no. 31/4 dated 3rd April 1884 forwarding 2 petitions from certain Jutkas and single bullock cab[illegible]n in the Station praying for the modification of certain rules contained in the proposed Bye Laws for the working of the Hackney Carriage Act and in reply I beg to enclose an extract from the proceedings of the Municipal Commission dated 31st Ultimo para 19 together with the report of the Sub Committee on the subject (in original) to be obliging [illegible] and to request that you will be so go

A9

as to submit the same to the Resident for such orders as he may consider necessary, and that under the provisions of section 225 C.M. Act of 1883 early sanction may be obtained to the proposed bye-laws with the additions as recommended in the Board's resolution.

The Enclosures received with the letter under acknowledgment are herewith returned.

I have the honor to be,
Sir
Your obedient servant
[illegible]
for President the Commission
Civil & Military Bangalore &c.

OFFICE OF THE RESIDENT IN MYSORE. 7 JUN 84

Form No. 73.

188 H

From

The President,
Municipal Commission,
Civil and Military Station,
Bangalore.

To

The Assistant to the Resident in Mysore,
Bangalore.

Date Despatched. 5 June 1884.
Received 7

Enclosures No.

General No. 504
No.

Report of the Sub Committee on the Hackney Carriage Rules.

Submitted with Mr [illegible]

Caxton Press,—Bangalore.

1884.

From

To The President Municipal Commissioner
& Ex Station of Bangalore

Dated 27 June.

Despatched 28

Received

Enclosures No.

General No. 748
No. 71

Where is it?

His letter No. 504 dated 5th instant, submitting for Confirmation, Rules framed under the Hackney Carriage Regulation

the Resident's

—

has the honor to request that a copy of section 32 of the Bombay Act VI of 1863 referred to in the above, may be forwarded to this Office.

From

Asst to the Resident

OFFICE OF THE
Mad. log
JUL 84
1884
RESIDENT IN MYS

Form No. 9. 30

From

The President,
Municipal Commission,
Civil and Military Station,
Bangalore.

To

The Assistant to the Resident in Mysore,
Bangalore.

Date Dispatched. 30 June 84.
Received. 1 July 1884

Enclosures No. 1

General No. 663
No.

Referring to his docket
No. 748/71 dated 27 Instt
has the honor to for-
ward as requested
Copy of Section XXXII
of the Bombay Act VI
of 1863.

The undersigned
would suggest that
sections 5, 10, 16, 18,
21, 22, 23, 24, 26, 28, 29,
30 and 32 be incor-
po[illegible]

-porated into the Hackney Carriage
Regulations for the better marking
of the Lamp.

H.M.D. Magrath

Superintendent of Police
Cantonment Bangalore.

Bombay Act VI of 1863.

Sec: XXXII. Any Police officer, or Constable, may arrest without a warrant, any person committing in his view, any offence against this Act, and may seize and detain in any place of safety, until Judgment shall be given in the case, any Conveyance, which for the better fulfilment of the true intent and meaning of this Act it may be necessary so to seize and detain.

Thomas Pratt

Presidency Magistrate

Circle Bangalore.

No. 1506
60

Office of the Resident in Kashmir
Returned
24 ~~September~~ 1884

Endorsement.

In reply to their petition dated 6th September 1884, praying for certain modifications in the draft rules framed by the Municipal Board for regulating the working of the Hackney Carriage Regulation Mahomed Shereef and other owners of single and double bullock carts in the Srinagar station are informed as follows:

Modifications proposed

(1) That the proposed license fee of Rs 2 for 3rd class carriages is excessive.

Orders

The fee is moderate and cannot be changed.

(2) That clause II of rule 3 prohibiting the use of sticks or leather straps for driving carts be removed.

The Resident has no objection to the use of leather straps or sticks in the case of 3rd class Hackney carriages. The rule will be modified accordingly.

(3) That the rule prescribing the carrying of lamps be relaxed.

Mr. Lyall considers that every working at night cart should have a lamp, not simply the leading cart of a string of carts.

(4) That the rule requiring owners of carriages to let their carriages for hire at any time of the night will operate hardly in regard to bullock carts which are built to carry goods.

These rules do not apply to carts engaged in carrying goods only but to carts used for the conveyance of passengers and registered under the Hackney Carriage Rules.

(5) That with reference to rule (i), no stands be allotted for bullock carts inasmuch as they are used under contract by merchants and return to private stands before sunset

Do —— Do.

(6) That the 2nd clause of rule (i) requiring that no carriages shall be left on the road without some one in charge is objectionable.

The clause is essential as it is dangerous to leave a Carriage in the street without any one to look after it, but Mr. Lyall understands it will not operate against drivers who leave their carts only to load or unload.

(7) That the rates for bullock carts be not calculated by time as provided in rule j, but by the number of bags they carry.

The Hackney carriage rule do not apply to this class of carts.

(8) That the minimum speed of bullock carts be limited to 2 miles instead of 3 miles per hour as proposed.

As regards Carts carrying passengers, the Resident considers that the minimum speed should not be less than 3 miles per hour.

(9)

(9) That the restriction as to the weight of goods to be carried by bullock carts be removed.

The Hackney carriage rules do not apply to carts carrying goods only.

(10) That the rule requiring the owners to affix a list of fares on their carts be made inapplicable in the case of bullock carts which are only used in carrying goods.

Do. ——— Do.

(11) That the owners of Hackney Carriages be allowed to transfer drivers' badges because the rule (xv) would cause loss to the owners as the drivers would demand exorbitant wages.

The rule (xv) has been framed so as to prevent incapable persons from driving Hackney Carriages and Mr. Lyall cannot comply with the petitioners' request.

By order

Asst. to the Resident

1884 N 60

E
Mahomed Cherif and
other owners of Luigi & Double
bullock Cart
C/ in station
Dangila

Date 25 October
Dest 27.

N 1508
60

Office of the Resident in Mysore
Dated Bangalore 24 October 1884

№ 10

Notification

The following rules for the regulation and control of # hackney carriages within the limits of the Municipality of the Civil and Military Station of Bangalore, framed by the Municipal Commissioners of that Station under the authority of para 3 of the Bangalore Hackney Carriage Regulation, 1882, are confirmed by the Resident in Mysore and are published for general information.

[Here enter Rules accompanying]

By Order
H W
Asstt. to the Resident

Ag

1884 No 10

Dates 24 October
Dest

A 10

Draft Notification

Office of the Resident in Mysore
Dy 24 Bangalore 8th Sept 1854

No 1510
105

To

The President, Municipal Commrs,
C & M Stations of Bangalore

Sir,

With reference to the correspondence ending with your letter No 504 dated 5th June last, submitting revised draft rules for the regulation and control of hackery carriages in the C & M Stations of Bangalore, I am directed to forward the accompanying copy of the Resident's Notification No 10 of this day's date, confirming the Rules, and ~~as now amended by the Municipal Board~~

I am to request that the Notification may be sent by you for publication in three issues of the local English and Vernacular Newspapers named in the Margin.

The Daily Post — in English
The Bangalore Spectator — do
The Hasanu-ul-Akbar — in Hindustani & Tamil.

2. The Resident does not approve of the proposal that Licenses issued under the Rules should be written on parchment; as the Licenses will be renewed every year, it will, in his opinion, be sufficient if strong paper be used for the purpose.

3. With regard to the Board's recommendation for the ~~introduction~~ extension of the provisions of Sections 24, 28, 29 and 32 of Bombay Act VI of 1863,

I am to say that in the opinion
of the President, ~~the introduction~~
sections 28 and 32 are
unnecessary, the first
because section 7 of the
Bangalore Hackney Carriage
Regulation will answer
the purpose, and the
second because it puts
larger powers in the hands
of the Police than ~~what~~
the President would wish to
see vested in them. The
remaining sections (28 & 29)
appear to the President
to be suitable for Extension
to the C & M Stations, and
the Government of India
will be addressed in
order to their provisions
being incorporated with
those of the Hackney
Carriage Regulation

4. The original enclosures of your letter of the 5th June last, and the copy of the Bombay Act received separately, are herewith returned.

I have &c

MM MW

Asst. to the Resident

Ld

34

1882 105

Mr President
Mayl Compd
& ors

Dated 24 October
25.

Ct 1570
105a
Encls - 6.

Draft for approval

Norwood Cemetery Act 1882